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[a34-1]

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[a1472]

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Hongkong, 29th April, 1908. [a728]

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Hongkong, 24th July, 1905. [a688]

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Hongkong, 16th April, 1910. [a542]

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[a213]

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Hongkong, 9th August, 1910. [a128]

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By Order,
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Hongkong, 26th July, 1910. [a65]

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[a128]

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[a130]

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asserted in the Chinese Press that the published text of the Treaty discloses no *raison d'être* for the Agreement, and it is consequently assumed that there is a secret understanding between these two Powers inimical to the sovereignty of China in Manchuria. One paper says it is significant that China's sovereignty is entirely ignored in the Convention. If this means that the Agreement makes no reference whatever to China's sovereignty, the statement is erroneous, because it contains a declaration of sincere attachment to the principles established by the Agreement of 1907. In this the contracting Powers expressly recognise "the independence and the territorial integrity of the Chinese Empire and the principle of equal opportunity for the commerce and industry of all nations in the said Empire." There is some excuse for the general view that the sovereignty of China is a somewhat nebulous thing in Manchuria when we contemplate the great and important economic interests Russia and Japan possess in that province—interests which have done nothing to the protection accorded them by China; but we cannot discover that the new Agreement makes in this respect the smallest change in the conditions which have hitherto prevailed. Both Powers have recognised, and by this latest Agreement do still recognise, Chinese sovereignty in Manchuria, and when we look for the *raison d'être* of the new Agreement we find it sufficiently apparent in the first article, which provides for an improvement in the railway connections.

The position down to the present time has been very unsatisfactory, and Russian jealousy of Japanese progress would appear to be largely responsible. Travellers to the East by the Trans-Siberian route get an illustration of this if they wish to come via Dalny instead of Vladivostock. The Trans-Siberian express is timed to reach Harbin about eight o'clock in the evening, but the Russian branch railway which takes the passengers on through North Manchuria to Changchun does not leave until 11.30, the following morning, and then crawls along at about ten miles an hour. The Russian train service in North Manchuria contracts very unfavourably with the Japanese service in South Manchuria, and travellers to or from Europe by the Dalny route will welcome the improvement which seems to be primarily contemplated by this new Agreement. When "the improvement in the connecting service of the said railway" is effected, it should mean a saving of about sixteen hours between Harbin and Dalny. The inference is suggested, though it may not be entirely just, that the present unsatisfactory connections with the Trans-Siberian express in Northern Manchuria are designed to defeat Japanese plans to divert the passenger traffic from Vladivostock, but even under present conditions Shanghai can be reached via Dalny twenty hours sooner than via Vladivostock, and in spite of the obstacles imposed by the Russian administration to rapid travelling in North Manchuria the route via Dalny is still largely preferred.

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LONDON OFFICE: 131, FLEET STREET, EC.

The Daily Press

HONGKONG, AUGUST 11TH, 1910.

A PEKING contemporary, reviewing the comments of the Chinese Press on the new Agreement which has been concluded between Russia and Japan observes that "by some it is considered as detrimental to China's inherent and Treaty rights in the free industrial development of Manchuria; by others it is regarded as a great infringement of the principle of the open door and equal opportunity in Manchuria; and, by all, its menacing tendency to China's sovereignty and territorial rights in that region is conceded." Yet the world was informed last month that at a meeting of the Grand Council at Peking it was resolved, in acknowledging the receipt of the new Agreement concluded between Russia and Japan, to express the satisfaction of the Chinese Government at the decision of the two countries to adhere to the Portsmouth Treaty and the *status quo* in Manchuria. On the face of the Agreement, so far as its contents have been published, it seems to be mainly a superfluous re-assertion of principles and policies already embodied in existing Treaties, and its only new feature is a mutual engagement "to lead to each other friendly co-operation with a view to amelioration of their respective railway lines in Manchuria, and the improvement of the connecting service of the said railway, and to abstain from all competition prejudicial to the realisation of this object." It has been

published, it seems to be mainly a superfluous re-assertion of principles and policies already embodied in existing Treaties, and its only new feature is a mutual engagement "to lead to each other friendly co-operation with a view to amelioration of their respective railway lines in Manchuria, and the improvement of the connecting service of the said railway, and to abstain from all competition prejudicial to the realisation of this object." It has been

Theable lines to Tokyo and Yokohama are interrupted.

The Siberian Mail of the 16th July was delivered in London on the 9th inst.

Another case of plague was notified in the Colony of Hongkong yesterday, making the total for the year 24.

A Macao contemporary discredits a rumour emanating from Lisbon that Dr. Lello (formerly Colonial Secretary) will be the next Governor of Macao.

Recent news of Sir John Jordan, H.B.M.'s Minister at Peking, who has been staying in the North of Ireland, is that he is very much better in health.

The hearing of the charge of murdering a boatwoman at Deep Water Bay, preferred against a boatman, was continued at the Magistracy yesterday before Mr. E. R. Halifax.

No fewer than thirty boat people appeared at the Magistracy yesterday on various charges, such as obstruction, etc., and fines ranging from \$10 to \$33 were imposed.

While Walter Riordan, a Hongkong schoolboy, was bathing with others at Deep Water Bay a watch was stolen from the pocket of his trousers which were left on the beach.

The Chinese Government has applied for the extradition of four of the alleged pirates captured in British territory, and it is believed that the extradition of the others will be sought later.

Mr. von Wieser, the Consul-General for Austria, informed the police that the basement of his residence at "The Firs" was broken into by forcing the padlock and three towels stolen.

The man charged with being in unlawful possession of a deposit receipt for \$1,000, which is alleged to have been stolen from a house in Macao, appeared before Mr. Wood at the Magistracy yesterday. The hearing was adjourned.

According to a native telegram the Waiwupu has reported on the proposed extension of the foreign settlement of Shanghai by foreigners. It is reported that the Prince Regent has ordered that the proposition be declined altogether, His Highness being opposed to any further encroachments.

The Portuguese cruiser *San Gabriel* arrived here yesterday from Macao and saluted the port. She is on a cruise round the world, having left Lisbon on 11th December last, and it is expected she will return to the capital in March next. She will visit the Dutch, British and Portuguese Indies, and the coast of Africa on leaving here.

BRITISH NORTH BORNEO.
CONSIDERABLE PROGRESS RECORDED
DURING 1909.

Last year was a good one for the British North Borneo Company, the results recorded in the report for 1909 showing that the company made considerable progress in that period. At £97,300 the net profit is £31,600 higher than it was for 1908, and the dividend is raised from 4 to 5 per cent, which is really better than it looks, seeing that the increased distribution has to be paid on £689,600 more capital. On the previous capitalisation the present distribution would represent a rate of not much under 9 per cent. It is satisfactory to note that all the more important items in the revenue accounts show expansion, customs having advanced from £38,500 to £42,800, while land sales rose from £5,500 to £25,900, and concessions contributed £77,000, or against £20,000. On the present occasion £50,000 is transferred to contingencies reserve against nothing a year ago. It is worthy of note that the lands and property account now stands in the balance-sheet at £834,000, approximately £27 per square mile, or less than 1s per acre of territory, which will hardly be considered an excessive valuation in view of the fact that the company is selling no land at less than £1 per acre.

Russia and China.

It will have been observed, says the *Japan Mail*, that during the past few days, rumours, more or less substantial, have been circulated with regard to a prospective entente between Russia and China. These reports are developing some consistency. The Russian Government is represented as being disposed to take the initiative, and steps are now in progress to collect materials. It certainly seems natural and proper that China herself should be admitted to the Council Chambers of the various Powers which undertake the disposal of her destiny. The trouble is that she has hitherto failed to develop any considerable measure of self-defensive capacity, so that no very great inducement offers to seek her co-operation for conservative purposes in the Far East. That is the truth. In the storm and stress of modern life, men who find themselves falling hopelessly behind the time, are apt to end the futile struggle with the bullet or the knife. A nation cannot commit suicide, but it can do something very similar.

NEW DARVEL BAY (BORNEO)
TOBACCO PLANTATIONS.

The report for the year ended December 31 states that the 1908 tobacco crop yielded 4,252 bales (as compared with 5,679 bales in 1907) and was sold at an average price of 1s. 4d. per pound. The board regret the smallness of the crop (due mainly to unfavourable elements), which, not being of the usual quality, realized a very unsatisfactory price. A heavy loss on the year's trading has been incurred. This loss has been met by the transfer of the necessary amount from the reserve fund. The board state that the prices so far realized for the 1909 crop have been quite satisfactory.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 10th at 11.40 a.m.—The barometer has risen slightly at the Loochoo and fallen considerably over S. Japan and the Bonins.

The depression, which is now situated over the Pacific to the South of Japan, continues to move slowly Eastwards.

Pressure remains low over China between Tongking and the Lower Yangtze valley with a tendency for the barometer to fall along the coast.

The area of high pressure still extends over N.E. Japan from the Pacific.

Fresh S. and S.W. winds may be expected in the Formosa Channel, and along the S. coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.06 inches.

The forecast for the 24 hours ending at noon to day is as follows:—

S. W. winds, fresh; equally, shower.

Formosa Channel, S. winds, fresh.

South coast of China between Same as No. 1.

Hongkong and Lamock, Same as No. 1.

South coast of China between Same as No. 1.

Hongkong and Hainan, Same as No. 1.

Hongkong & Neighbourhood, fresh; equally, shower.

250 a day.

TELEGRAMS.

[Protected by the Telegraph Message
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[REUTER'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

MAYOR OF NEW YORK SHOT.

LONDON, August 10th.

Judge Gaynor, the Mayor of New York, has been shot on the vessel by which he was about to proceed to Europe.

He was conveyed to hospital, and his condition is reported to be unfavourable.

His assailant was an ex-employee of the Docks. He declared that Gaynor had deprived him of his bread and butter.

Judge Gaynor, who is a Democrat, has been a relentless foe of corruption.

HEALING THE WOUNDS
OF WAR.RUSSIAN APPRECIATION OF JAPANESE
HOSPITALITY.

LONDON, August 10th.

The officers of the Russian squadron now visiting Portsmouth attended a reception given yesterday afternoon on board the Japanese flagship "Ikoma," and were most cordially received.

The Russians expressed their appreciation of the compliment by sending magnificent bouquets to a banquet given at the Town Hall last night in honour of the Japanese.

Prince Tokugawa, replying to the principal toast, said he was sure the Russians would eventually become as great friends with the Japanese as the British were.

[FROM THE "CHUNG NGOI SAN PO."]

CHINA'S PARLIAMENT.

PEKING, August 10th.

The Chinese Parliament has been summoned for the opening meeting on the 23rd September.

VICEROY YUEN CENSURED.

PEKING, August 10th.

Viceroy Yuen, for having allowed the Portuguese to deal with the pirates on Colowan, has been censured.

The Grand Secretary, on behalf of Viceroy Yuen, explained that it was not his fault.

The Prince Regent, however, insisted that the Viceroy had not protected Chinese territory within his jurisdiction.

MR. ROOSEVELT ON BOXING.

Mr. Roosevelt has done and said much lately to confirm his reputation as the epitome of common sense, but nothing so well becomes him as his remarks in the *Outlook* on boxing. According to the correspondent of the *Telegraph*, he says that he has repeatedly boxed in public and enjoyed it. We seem to remember a story of a visitor to the White House finding him engaged in a good set-to with the gloves, with an English boxer of some renown. Nor is he alone in this respect. That great legal luminary on the side of the Atlantic, T. Brett, of the *Commentaries*, used to make a hobby of going down to the Blue Anchor in Shoreham and hammering in public on semi-public the professionals who stood up against him. Mr. Roosevelt's public boxing was carried on in his youth, but when he came to years of discretion and an office of authority in New York he refrained for a while from touching the boxing clubs, because they were found to contribute to a manly sporting spirit, and drove the use of the skidding knife out of the field. Unhappily this did not last. One or two scandals made it necessary to put a stop to the prize fight in New York State, and the decision has never been regretted by Mr. Roosevelt, especially now that the money prizeworth fought for are so enormous and demoralising, and "are often arranged to be a premium on crookedness." Nevertheless, with his usual common sense he draws a clear distinction between the noble art of self-defence and the debased form in which it sometimes appears. Amid all the storms of indiscriminate censure which has fallen upon professional boxing in consequence of the Reno fight, the ex-President boldly takes his stand and declares that he numbers several pugilists among his real and valued friends. May his words fall on fruitful soil. Boxing is an art antithetical to the love of comfort that now prevails. Rather may it grow and prosper. A public school boy, whose influence was acknowledged to be immensely beneficial, once succeeded in popularising it in his house. Would there were more like him.—*Full Mail Gazette*.

250 a day.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT
(CHIEF JUSTICE).

TRIAL OF PARTNERSHIP ISSUE.

Before His Honour the Chief Justice and a jury the trial of the partnership issue in the action between Tang Wong Shi and Lai Chi Chin and the Choong Hing Steamship Co. was continued. The issue was to decide as to whether Lai Chi Chin was on the 4th and 10th days of January, 1908, or on either of such days, a partner in the Choong Hing Steamship Co., lately carrying on business in this Colony, or liable as a partner in such company or firm.

The jury empanelled was composed of Messrs. H. F. Hickman (foreman), J. Maxwell, C. Cooke, J. H. Barr, H. T. Palmer, G. C. Cruickshank and H. Tillman.

Mr. Eldon Potter, instructed by Mr. P. W. Goldring (of Messrs. Goldring, Barlow & Morrell), appeared for the plaintiff, and Mr. M. W. Slade, K.C., instructed by Mr. Hinds (of Messrs. Bruton & Hett), represented the defendant.

When the hearing of this action was resumed yesterday afternoon,

The foreman of the jury said—My Lord, I have been approached by the members of the jury to inquire, in view of this being a civil action, whether any fee will be paid the jurors.

His Lordship—It has been the practice to allow \$10 a day if the Counsel agree. It is entirely in the hands of Counsel.

Mr. Potter—My solicitor agrees to that.

Mr. Slade—Certainly, my Lord.

Mr. Potter—We were prepared to pay a special jury if necessary.

His Lordship—There will be an allowance of

more like him.—*Full Mail Gazette*.

250 a day.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND
(ACTING PUISNE JUDGE).

CLAIM ON A PROMISSORY NOTE.

Action was brought by Tsang Wo Char to recover from Chung Sing Hoi the sum of \$520, being principal and interest due on a promissory note.

Mr. P. Sydenham Dixon (of Mr. B. A. Harding's office) appeared for the plaintiff, and defendant was represented by Mr. A. Jackson (of Messrs. Johnson, Stokes & Master).

Mr. Dixon said the plaintiff claimed the sum of \$400 and interest due on a promissory note. The money was lent to the owner of a junk, and the plaintiff went

THE CANTON RIVER.

SUGGESTED AIDS TO NAVIGATION.

It has been computed that something like three thousand people pass up and down the Canton River between Hongkong and Canton daily. If to these be added the vast numbers trading in junks, and in the small steamers engaged in the West River trade, it will be readily apparent that there must be many thousands of people afloat at a given time upon this great highway. This being so, it follows that all aids possible to navigation should be given to those men to whose care is entrusted so many lives and so much valuable merchandise. Is this so? A little knowledge of the Canton River will immediately show how inadequately it is marked and lighted; and it is frequently stated that there is no great river in the world carrying so much traffic which is so imperfectly safeguarded as this—the Highway of South China.

That serious accidents do not frequently occur speaks much for the carelessness and watchfulness of the men to whom is entrusted the navigation of vessels in these waters, but accidents do occur which could be easily avoided if the authorities in Hongkong and Canton were guided by adequate knowledge of the requirements of mariners on the river.

The Powan disaster could have been avoided had there been a light on Kap Sing Island, and in all probability the Ying King, which foundered off Castle Peak Bay, in the typhoon of 1908, would never have been lost had there been a light at the entrance of the Canton River at Sam Pan Chai, so that the master could have run back there for shelter with any degree of certainty of finding the entrance in the thick heavy weather of the typhoon. It is therefore with a view to informing the authorities of what in the opinion of ship masters and pilots is really necessary for the safety of riverine navigation, so that these useless risks may in the future be avoided, that this article has been written.

To begin. The light which we are informed has been ordered for several months is very urgently required on Kap Sing Island at the entrance of the Kap Sui Moon. As this light has been advocated almost ad nauseam, it is not proposed to enlarge upon it here, but merely to express the hope that everything will be ready on the Island for placing the light in position on its arrival in the Colony. The red light at the northern end of the Kap Sui Moon is a very useful little light and might with advantage be increased in power, as at present it is only a sort of exaggerated sidelight erected on a pole.

After passing this red light there are no other lights or leading marks of any description, until the luckless mariner is well within what may be described as the danger zone of the entrance of the Canton River.

Between Pilar Point and Tong Kee Island (about three miles beyond the well-known Castle Peak Bay) a vessel proceeding to Canton has to be turned almost at right angles to its former course, and as the channel is very narrow it is obvious that in dark nights or rainy weather a large element of risk is entailed here.

This is British territory, and in the original petition sent to the Hongkong Government praying for the light to be placed on Kap Sing Island there was also a request that a light should be placed on Tong Kee Island. Had a light been placed there it would have been of great advantage, in fact it is just as necessary as the light on Kap Sing Island. Seeing that besides directing vessels proceeding between Canton and Hongkong it is also, so to speak, placed on the jumping-off place for vessels bound to Kong Moon and the West River—as they all take their departure from Tong Kee Island to the Swash Way Light at the entrance of the West River—it is somewhat difficult to understand why this very modest request was so studiously ignored by the Government, except on the ground that the Merchant Marine, which, after all, is the mainstay of Hongkong, has always been more or less ignored, and money to assist the service in any way always grudgingly given.

To continue. After passing Tongkee Island a more or less straight course is steered for the entrance of the river, passing through a very narrow channel all the way, a distance of 23 miles, with rocks and shoals on either hand, absolutely unmarked by buoy or beacon of any description.

As we, however, at Black Point, about four miles from Tongkee Island, pass out of British Territory, the Chinese Authorities are now responsible; and we therefore sum up the requirements for British waters. Were the Harbour Authorities to hasten the erection and completion of the light on Kap Sing Island and to erect a light, visible, say, 15 miles, on the N. E. end of Tongkee Island, they would be going far to mitigate the dangers and perils to which ships are needlessly exposed in the waters of the Colony.

Commencing with the Chinese waters, there is a well-known ridge of fishing stakes some four miles beyond Mah Chow Island and inside Chinese jurisdiction.

It is true that the fishing guilds place lights on these stakes, and these lights are very much relied upon by pilots and ship masters, as they mark the starboard side of the fairway, but it is difficult to see how lights could be placed here in really bad weather, and of course it is in really bad weather that reliable guidance is required.

From these fishing stakes the course lies between many rocks and sand banks to Chuen Pi Point, thirteen miles distant, a rocky headland with a very dangerous reef off it on which one of the large Canton river steamers struck some years ago. The distance across the entrance here, between Tsim Pan Chan and Chuen Pi, is only half a mile, and it is extremely difficult to find the way through here on a dark night, as there are

no lights on either side to guide the mariner. Imagine, therefore, the feelings of the luckless ship master endeavouring to get into the river for shelter during the thick weather of a typhoon and having to run between these rocks which are unmarked either by day or by night!

CANTON.
[FROM OUR OWN CORRESPONDENT.]

9th Aug. 1910.

A SHOCKING OCCURRENCE.

At the Mart, Tokonhouse-yard, E.C., last month the beautiful and historic estate of Faskally, Perthshire, belonging to Mr. Archibald Edward Butter, C.M.G., was sold by Messrs. Knight, Frank & Rutley, auctioneers and land agents, Hanover-square, W., and realised, approximately, a quarter of a million pounds. The extensive Faskally properties comprise what were originally five separate estates—Faskally, Clunimore, Pitlochry, Balloukuan and Strathloch—having an area of about 17,000 acres.

The Faskally and Clunimore portions were sold privately for about £130,000, the former being purchased by Major F. C. Foster, Queenbury, and the latter by Mr. Charles Butter, brother of the vendor. Faskally includes the romantic pass of Killiecrankie, one of the loveliest scenes in the Scottish Highlands, immortalised by the death of Claverhouse in 1689 in the hour of victory over the forces of William IV. under General Mackay. The River Tummel, which flows through the pass joins, a little below its southern extremity, the Tummel, on which, also within the bounds of the estate, are the famous falls, where, in a favourable season, the salmon may be seen in hundreds forcing their way through the rushing waters to the spawning grounds above.

Mr. Butter also purchased, for £80,000, Pitlochry, upon which the town itself is built, and which includes an 18-hole golf course; Coalhouse for £3,000, Balloukuan for £2,250, and Balloukuan for £22,250. Mr. G. A. Clark, Large, purchased Strathloch for £13,000. There

was keen competition for the various properties, and the sale was reckoned one of the best held at the Mart this year.

FAMOUS SCOTTISH ESTATE SOLD.

KILLIECRANKIE AND PITLOCHRY.

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CHINESE LABOUR IN ENGLAND.

Mr. Havelock Wilson, addressing a meeting of seamen at the West India Dock gates, Poplar, on the 17th ult., said he had supported the Liberal Government for many years, but he must tell the Government that it was "damned hypocrisy" on its part to make such a howl about the Chinese in South Africa, and yet to allow the Chinese to be dumped down right here in this country. Drastic action was taken in South Africa, but colonies of Chinese were being founded in all the chief ports of the British Isles. Last year 2,400 Chinese were signed on British ships at Poplar. The standard of the Chinese was so low that no Government ought to allow them in our midst. The Shipping Federation treated white men like slaves, but the Chinese were placed on a pedestal and were never medically examined by bullies.

If the Union's Council could get 200,000 seamen in British and Continental ports to take a fortnight's rest at a given time, the Shipping Federation would be compelled to adopt a conciliatory attitude, for the whole shipping industry would be paralysed and the starving people of Europe would demand a settlement of the seamen's grievances. Shipowners would then ship blind and dumb men, men with wooden legs, and men without legs; and they would no longer insult the British seaman by compelling him to be medically examined. On the 28th of July he was going to ask that the President of the Board of Trade to receive a deputation, headed by 100 members of Parliament, asking him to put into force the provisions of the Merchants' Shipping Act in regard to the language test and the signing on of men. "They would ask him to instruct his officers that there must be no signing on of 'scabs' at dead of night, and the granting of facilities to the 'sweepings of hell and Newgate.'

GERMAN-JAPANESE COMMERCIAL RELATIONS.

The Berlin correspondent of *The Times*, telegraphed on the 17th ult.:—The Japanese Ambassador in Berlin has communicated to the German Government a Note denouncing as from July 17, 1911, the commercial and shipping treaty between Germany and Japan of April, 1896, and its supplements. It is recognized that in the negotiations for a new treaty Germany will have to make considerable concessions. German imports from Japan are rising, while German exports to Japan are falling, but the exports still greatly exceed the imports. In a review of the prospects of other countries in the impending negotiations with Japan, the *Frankfurter Zeitung* notes that England, as a Free Trade country, is bound to come off worst of all, and assumes that she will simply have to put up with the increases in the Japanese tariff.

TOKERPO-BOAT DESTROYERS FOR BRAZIL.

The official full speed trial of the torpedo boat destroyer *Sergipe*, built for the Brazilian Government by Messrs. Yarrow & Co., Ltd., of Glasgow, took place last month at the mouth of the Clyde, and the contract speed of 27 knots carrying a load of 100 tons was easily exceeded. The actual speed obtained was 27,676 knots on the mile and 27,605 knots during a continuous run of 3 hours duration. The trial was under the supervision of several naval officers representing the Brazilian Naval Commission. The *Sergipe* is the last of the ten destroyers ordered by the Brazilian Government from Messrs. Yarrow. The first seven vessels are now in commission in Brazil, the eighth has just left the Clyde and the ninth has been handed over to the Brazilian Authorities and will shortly leave for Rio. The dimensions of the Brazilian destroyers are:—Length, 240 feet; beam 23 feet 6 inches. They are propelled by two sets of four cylinder reciprocating engines 8,000 horse-power collectively, on the Yarrow, Soltick and Tweedy System. Steam is supplied by two double-ended Yarrow boilers of the latest type.

CHEAP RICE.

At a meeting held in the Oi Yuk Charitable Institution yesterday, presided over by the Tsoi of Industries, it was resolved that the sale of cheap rice be continued for one month more. It is calculated that this act of benevolence will cost the Provincial Treasury 30,000 taels, but still it is better to spend this sum than have the risk of disorder by a famishing people.

THE CHANGE IN LONDON TRAFFIC.

The current issue of *Motor Traction* contains the following:—"Three years ago 74 per cent. of the traffic passing along Fleet-street was horse-drawn, the balance being motor-propelled, now only 48 per cent. depends on the older form of traction." Another striking example is furnished by Putney Bridge, where on a fine Sunday in summer of all the wheeled traffic, excluding cycles, no less than 88.64 per cent. is mechanically propelled as against 16.04 per cent. in 1905. Similarly the horse-drawn traffic has dwindled in the same period from 53.96 per cent. down to 41.36 per cent."

"THE TIMES": A JAPANESE NUMBER.

KILLIECRANKIE AND PITLOCHRY.

The Times on the 19th ult. published as part of the ordinary edition, a large number of additional pages dealing on the one hand with the history, life, and art, and on the other with the commercial and industrial progress of modern Japan.

The greater part of this edition, *The Times* says, is the work of a Special Correspondent, who has recently revisited Japan for this particular purpose, and of the *Times* Tokyo Correspondent, whose residence in the country for nearly forty years has entitled to speak with more than ordinary authority on Japanese affairs; but it also contains special articles from a number of distinguished Japanese contributors, including Count Okuma, one of the few survivors of the band of statesmen who built up modern Japan, Count Hayashi, well known as a former Japanese Ambassador in London, and Baron Kikuchi, formerly Minister of Education and now President of the Imperial Kyoto University. Count Okuma's contribution takes the form of an introductory letter on the Japanese Empire. Count Hayashi discusses "Korea in the Past," and explains why, in his opinion, Japan should now take further steps to "strengthen her government" through Baron Kikuchi, whose comprehensive lectures before the University of London two years ago will be recalled by all students of education, deals with "Education in Japan." Among other articles by distinguished authorities is one from Lord Redesdale, who returns in a study of "Old Japan," to the subject of his well-known book, while Mr. Arthur Lloyd deals with the changes of religious thought which have marked the emergence of the new Japan from the old.

The subject of Japanese modern Literature has been treated from two standpoints, Mr. Walter Denning writing on Literature, while Professor Y. Takenobu discusses the present Japanese novelists. There are a few women in Japan better qualified to write on the subject of the social status of women in that country than Madame Utako Shimoda, who had much to do with the founding of the well-known Peacock School in Tokyo, and who has devoted her life to women education. Her article, together with an account of Woman's Work from another well-informed writer, will give a good idea of the changes that are taking place in the education and status of women in Japan, according to recent writers, both foreign and native, has not yet ceased to be a Paradise for children, and "Little Japan" has been discussed from two points of view. Madame Y. Ozaki, Mayorress of Tokyo, describes the life of Japanese children from birth through school to manhood and womanhood, and Miss E. E. Saidmore, the author of "Jinrikisha Days," gives a foreigner's view of what she calls "the bewitching little folk of Japan," as well as a picturesque article on Japanese Gardens. Mr. K. Sugimura, a well-known editor in Japan, contributes an article on some of the minor cities of his country and gives some remarkable cases of changes in relative importance and of rapid growth. An informing article on Shipbuilding, showing the progress in naval architecture, is contributed by F. P. Purvis, F.R.S., Professor of Naval Architecture in the Imperial University, Tokyo. The question of Foreign Investments is fully treated by Jinchii H. Soveda, the President of the Industrial Bank of Japan, while there is also an interesting statistical treatise on the Wealth of Japan by Hideomi Takahashi. Professor F. Omori, undoubtedly the best authority in Japan on the subject of earthquakes, and a pupil of Professor Milne, contributes an exceedingly valuable essay on Seismology in Japan. Mr. E. Bruce-Mitford, F.R.G.S., writes on Volcanoes. Mr. Josiah Conder writes with special authority on Japanese architecture and landscape gardening.

The *Times* Correspondent for Naval Affairs and its Military Correspondent have written on the Japanese Navy and Army. Industrial Japan, with its mercantile and foreign trade, is treated very fully by the journal's Special Correspondent, who also writes on the development of Korea and Manchuria, dealing in the case of the latter with Russian as well as Japanese enterprise. The political development of Japan, on the other hand, is covered by the Tokyo Correspondent, who has written, amongst several contributions, an article on the *Dynasty*, a retrospective of the Elder Statesmen, and a comprehensive study of both the purposes and the personnel of Japanese politics during the Meiji Era.

THE WOMAN MOVEMENT IN JAPAN.

THE JAPANESE AMBASSADOR AND THE SUFFRAGE.

The Japanese Ambassador, responding as the chief guest to the toast of "Japan" at the Lyceum Club dinner last month said that the alliance with Great Britain, and it was their hope that the alliance might long continue to increase in its usefulness and benevolent influence. The Japanese had the shortcomings, weaknesses, and defects common to mankind, but this much could be said for them—they were always ready and eager to learn from others what was good for them and for the rest of the world. In this respect the women of Japan were equally eager. Fundamentally the moral code of women was a doctrine of obedience to three persons in the course of life—to their parents, then to their husbands, and finally to their children. (Laughter.) That code had come to be regarded as quite insufficient for the modern relations between men and women. They were beginning to think they were as important, if not more important, unit of society as men, and at the present rate of progress the day must soon come when the rules and customs which had always regulated the relations of the two sexes had to be entirely recast on the principle of more power to the women. Personally he did not regret the movement, on the contrary he was fully convinced that the real progress of any nation could only be secured by the recognition of the claims of woman, and the recognition by her of her proper place in the domain of domestic and social life. In this connection he could not help referring to the subject as it concerned England—a subject at that moment engaging the whole of the attention of the Legislature. He had an open mind on the matter; so far he had not been able to arrive at an intelligent decision on the subject; and with all respect to English members of Parliament he was afraid many of them were in a similar position. (Laughter.) At any rate he did not envy those who had to record their votes on the subject either that night or the following night. The women of Japan had not reached that stage where they demanded political rights, and he could not help thinking that the day was long distant when they would. But in other respects they were coming forward, and their position was rapidly becoming more important. In this as in other matters the progress of Japan was due to the influence of Western countries, especially the good model and example of Great Britain. (Cheers.)

The Erbaloch was an airship of the non-rigid type. The balloon, which was of the ordinary torpedo shape, had as originally constructed, a length of 53 metres and a capacity of 2,900 cubic metres. It is stated, however, that considerable alterations had recently been made in the dimensions. On each side of the stern there was a balancing fin. Fixed to the underside of the balloon, also at the stern, was a triangular keel to which the rudder was attached. The gas chamber had three valves, two of which were safety valves acting automatically. The airship also had two safety valves. The car was a long torpedo-shaped wooden structure—similar to the Clement-Bayard design—in the forward part of which was a 125 horse-power Benz motor driving a single two-bladed masher propeller. This propeller was fixed to the front of the car and it pulled the airship. The vertical steering was done by emptying or filling water tanks placed at the bow and stern of the car, so that the bow could be elevated or depressed.

BEST FOR BABY'S SKIN.



CUTICURA SOAP

Because of its delicate, emollient, sanative, antiseptic properties derived from Cuticura, united with the purest of cleansing ingredients and most refreshing of flower odours, Cuticura Soap is the mother's favourite for preserving and promoting skin and hair health of infants and children. In the treatment of distressing, disfiguring eruptions, Cuticura Soap and Cuticura Ointment are absolutely unrivaled.

Sold throughout the world. Deposits: London, 27, Charing-cross Sq.; Paris, 10, Rue de la Chausse-e-d'Antin; Berlin, 10, Rue de l'Universität; B. H. Paul, Calcutta; China, Hong Kong Drug Co.; Japan, Maruya, Ltd., Tokio; So. Africa, London, Ltd., Cape Town, etc.; S. A. P. Pow. D. & C. Co., Ltd., 123 Commercial Ave., London, S.E. 22. 32-page Cuticura Book, post-free, tells mothers about the Care and Treatment of Skin and Scalp.

AIRSHIP DISASTER IN GERMANY.

The Berlin correspondent of *The Times* wrote on July 13th:

The airship Erbaloch in Rhenish Westphalia this morning, burst after a cruise of about half an hour and fell to the ground from a great height. All the occupants, Herr Oscar Erbaloch himself and his four assistants, were killed, and the airship was totally destroyed.

As the airship was enveloped in clouds when the explosion took place and the wreck and the unfortunate airmen fell into a field, an accurate description of the disaster will be impossible. It was witnessed probably only by a few farm labourers, who reached the spot to find four dead bodies lying among the remains of the airship and the fifth airmen at the point of death. One of these witnesses says that, as he saw the airship falling, but still at a great height, there was a rent in the envelope. He says that the motor was still working as the airship fell. The scene of the disaster is little but a heap of ruins, the framework of the airship being broken to atoms. Herr Erbaloch and three of his companions are thought to have died before they reached the ground. The skulls of all five men were fractured, and their other injuries are indescribable.

The current explanation of the disaster is that when the airship, after passing through thick fog, came into clear air there was an extraordinary expansion of gas and the valves ceased to work. According to one report, Herr Erbaloch had been warned that an ascent to-day would be dangerous. It is also reported from Leichlingen and places in the neighbourhood that, during the cruise, the airship was invisible, although its propeller could be heard clearly.

Herr Oscar Erbaloch was a well-known airmen, who, before devoting himself to the problem of airship navigation, had had wide experience in ballooning. He came of a business family of Elberfeld, where he was born in April, 1879. In 1906 he passed the tests necessary to become a recognized balloon pilot, and in the following year he achieved considerable success in international races with the balloon Pommern. In the course of that year he took part in the Gordon-Bennett Race as the representative of the Berlin Aeronautical Society; he won the first prize in the international competition arranged by the Fédération Internationale Aeronautique, covering a distance of 917 kilometres in 284 hours; a fortnight later

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be discontinued until countermanded. Orders for extra copies of DAILY PRESS should be sent in by 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 33. Telephone No. 12. Telegraphic Address: PRESS CODE: A.B.C. 6th Ed. Letters.

NEW ADVERTISEMENTS

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 16th inst., at 9.30 a.m.

All Claims must reach us before the 20th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.
Hongkong, 9th August, 1910. [5]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PERA,"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 16th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 10th August, 1910. [1]

WANTED.

A FIVE or SIX ROOMED HOUSE, A PEAK, about 1st. November, for 12 months or more. Furnished preferred. S. W. D. H., Care of "Daily Press" Office. Hongkong, 8th August, 1910. [912]

MESS.

ENGLISHMAN, with Well-Furnished Small House at Peak, wishes to meet with Man to share same. Apply— A. B. C., Care of "Daily Press" Office. Hongkong, 9th August, 1910. [920]

NOTICE.

TRANSLATIONS of LEGAL and ENGINEERING DOCUMENTS from Portuguese, French and Spanish Languages into English and vice-versa, as well as Documents of any description, made by an Experienced Translator. For terms, apply to—

"ARGENTUS," Care of P. O. Box No. 113A. Hongkong, 10th August, 1910. [927]

VIENNA CAFE CO., (1910) LIMITED (RECONSTRUCTED).

QUEEN'S ROAD CENTRAL, (Opposite Post Office.)

A FIRST CLASS RESTAURANT (TABLE D'HOTE OR A LA CARTE) AFTERNOON TEAS, ICES, LIGHT REFRESHMENTS.

SPECIALLY SELECTED BRANDS OF WINES, SPIRITS, BEERS, &c.

AN EXTENSIVE MODERN BAKERY. A FRENCH CHEF.

Hongkong, 23rd July, 1910. [855]

THOUSANDS OF DOLLARS ARE SAVED BY THE EXPENDITURE OF AS MANY CENTS

By the Use of

SOLIGNUM.

The Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.

Extensively used by the British Government at Home and Abroad, by H. M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns.

Prospective samples and all information from the General Agents.

SIEMSEN & CO.

(Machinery Dept.), Hongkong.

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of August, 1910, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1910.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 8th August to SATURDAY, the 20th August, 1910 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors.

N. J. STABE,
Acting Chief Manager.

Hongkong, 3rd August, 1910. [897]

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$1.25 per Share, Declared at the ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS, held This Day, will be PAYABLE at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after TUESDAY, the 9th August, 1910.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors.

JOHN AENOLD,
Acting Secretary.

Hongkong, 9th August, 1910. [926]

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

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By Order of the Board of Directors.

JOHN AENOLD,
Acting Secretary.

Hongkong, 9th August, 1910. [926]

HONGKONG ICE COMPANY, LTD.

NOTICE.

IN Accordance with the Provisions of No. 104, of the Articles of Association the General Managers have This Day Declared an INTERIM DIVIDEND for the half-year ended 30th June, 1910, of TWO DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after MONDAY, 15th inst.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 13th inst., 1910, both days inclusive.

JARDINE, MATTHESON & CO., LTD., General Managers.

Hongkong, 1st August, 1910. [894]

FOR SALE

FOR SALE.

VALUABLE PROPERTY on the middle avenue (Parkes Avenue), British Concession, Shamian, Canton. Present occupant's lease runs to end of 1910, and he would like to renew it if the purchaser does not want to occupy it. Particulars upon application.

Address— S. R. E., Care of "Daily Press" Office. Hongkong, 1st August, 1910. [889]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICE - - - \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1910. [316]

FOR SALE.

REMAINING Portions of MARINE LAND Lots 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT

NO. 285

EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply— G. FENWICK & CO., LTD., ENGINEERS, &c., PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. [84-168]

CHEESE

CHOICE

CANADIAN STILTON.

60 CENTS PER LB.

THE

DAIRY FARM CO., LTD.

[42]

GENTLEMEN: WE HAVE SOMETHING TO SUIT YOU!

JUST UNPACKED A FINE STOCK

of Gentlemen's HOSE (SOCKS) assorted Shade and Designs also HOSE

GARTERS, BRACES, SCARF PIN, STUD and SLEEVE BUTTONS.

Quality of PEARL BUTTONS, WAIST

COATS and COATS, FANCY NECK TIES

and SCARFS, DRESS TIES, Black and White,

HANDKERCHIEFS, PLAIN and HEM-

SHITCH, COTTON and LINEN, DRESS-

HAIR BRUSHES and COMBS,

&c., &c., &c.

HOOSAIN-ALI & CO.,

No. 14, Queen's Road Central.

Hongkong, 18th July, 1910. [707]

SINGON & CO.

IRON, Steel, Metal and Hardware Merchants

Wholesale and Retail Ironmongers, Pig

Iron and Foundry Coke Importers, General

Storekeepers and Shipchandlers. Nos. 35 & 37,

Hing Loong Street, (2nd St., west of Central

Market). Telephone No. 515. [496]

AUCTIONS

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

M. GEO. P. LAMMERT has received instructions to Sell by PUBLIC AUCTION.

TO-DAY (THURSDAY), the 11th day of AUGUST, 1910, at 3 o'clock in the afternoon, at his SALE ROOM, in Duddell Street, Victoria, Hongkong.

The following VALUABLE LEASEHOLD PROPERTY, situate at Victoria aforesaid, viz.—

All that Piece or Parcel of ground situate at Victoria aforesaid registered in the Land Office as Lot No. 107, together with the messuages thereon known as Nos. 39, 41, 43, 45, and 47, Hollywood Road and Nos. 48, 50, 52, 54, 56, 58, 60 and 62, Lyndhurst Terrace, Area 9824 square feet, Term 999 years from 8th May, 1852. Annual Crown Rent \$15.

The Purchaser of the Property can obtain an advance on Mortgage thereof to the extent of \$100,000 on application to MESSRS. JOHNSON, STOKES & MASTER, the Vendor's Solicitors.

For further particulars and conditions of sale apply to—

MESSRS. JOHNSON, STOKES & MASTER,

Prince's Buildings, Ice House Street,

Solicitors for the Vendor, or to

M. GEO. P. LAMMERT,

The Auctioneer.

Hongkong, 28th July, 1910. [877]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

M. GEO. P. LAMMERT has received instructions to Sell by PUBLIC AUCTION.

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The following VALUABLE LEASEHOLD PROPERTY, situate at Victoria aforesaid, viz.—</p

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £10 to £10,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free.

MELVILLE, GLYN & CO., Bankers, 3, Rue de la Bourse, PARIS (France). [886]

TRY

WEISMANN'S COFFEE

ROASTED AND GROUNDED ON OUR PREMISES DAILY.

In $\frac{1}{2}$ lb. and 1 lb. Tins.

[846]

LONG HING & CO., PHOTO SUPPLIES.

17, QUEEN'S ROAD CENTRAL.

JUST UNPACKED:

FOLDING POCKET CAMERAS, fitted with GOERZ, ZEISS and ROSS LENSES, PREMO FILM and PLATE CAMERAS, KODAKS, FILMS and ACCESSORIES. AT MODERATE PRICES.

DEVELOPING AND PRINTING A SPECIALITY.

[891]

COLEMAN'S WINCARNS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINCARNS" has a charm all its own, which you cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is prepared in Wincarns gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From my leading Chemist.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong.
No. 22, Museum Road, Corner of Soochow Road, Shanghai. [719]

NOTICES TO CONSIGNEES

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI
SOCIETÀ IN ROMA

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA."

Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Ltd, Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undermentioned before NOON on the 16th inst., or they will not be recognised.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO., Agents.

Hongkong, 5th August, 1910. [4]

FROM EUROPE.

THE H.A.L. Steamship

"SPESSA."

Captain Fauss, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 13th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

These considerations are of special account at the present time, when most golfers will soon be going away on their holidays, and then they play more and walk more than at any other time of the year.—*Evening News.*

Ex. S. "Sociedad" from Sevilia.

HAMBURG-AMERICA LINIE,

Hongkong Office. [917]

THE GOLFER'S FEET.

SOME SPECIAL CONSIDERATIONS AT THE PRESENT TIME.

(BY HENRY LEACHE.)

There are many things that have a considerable influence on the quality of one's game besides the skill that is possessed, the clubs that are carried, the balls that are played with, the weather, and the state of one's liver, and some of them are not always inspected. Hereabouts in the golfing season a little difficulty often arises which must be mentioned.

For nine months in the year our average player tramps the links in boots or shoes with thick soles, and good substantial heels which are liberally studded with large-headed nails. Now with the turf dry and hard, the sun shining at last, the weather warm, and himself attired in thin clothes, his fancy turns to rubber soles and very light-to-canvas shoes, and forth with he goes out to the first tee so shod, and feeling as light and happy as to convince himself that he is about to do something especially good in the way of driving and putting and putting. He feels just like that.

Often enough the result is that the rounds that he makes at this time are among the worst he has ever perpetrated, and he becomes very sad in consequence. He cannot understand it. A TOO LIGHT FEELING.

It never occurs to him to assign the trouble to those thin rubber soles, but nevertheless this often, very often, is the cause. It is that for two reasons, the first being that it is not always a good thing for the man or woman to be made to feel so specially and unusually light and gay, and the second that the rubber soles, commonly with no heels or only very thin ones, make a material difference to the stance and the general attitude of the player towards the stroke he has in hand and his execution of it in the process of swinging. He may feel better and easier and more powerful, but there is the circumstance that he does not feel the same as normally, and it is in a large measure necessary that he should always feel the same.

After a while he suspects that this is the cause, and then away go the rubber shoes, and out come again the thick-soled leather things that see him through most of his golf. His proper game returns, and then he observes very to himself, "No more rubber soles for me!" This is a common experience.

There is a certain small proportion of players who do very well in the summer-time with the thinnest canvas shoes. Among the notables there is Mr. Hilton, who always used to wear white shoes with rubber soles in the dry season, but latterly has frequently been seen in something brown and stronger, and one remembers well Mr. D. F. Hanson, who oftentimes attracts much attention at championships by his very slow and deliberate methods on the putting green, and who I have hardly ever seen in anything but thin foot coverings such as children and other holiday-makers pester about on the sands of the seashore with.

But these are exceptions. The majority of the most experienced players keep to the same strong leather boots and shoes in the summer as at other times, and they will tell you that it is best for their game, and that really they do not tire you so much as you imagine they might, not so much indeed as the thin-soled things through which your foot plainly feel the hardness of the ground.

JAMES BRAID'S ADVICE.

Anyhow a large proportion of players consider that they must have some extra ease and comfort in the summer time, no matter what may be argued against it. Then, they may be recommended to take to shoes with stout skin tops and rubber soles of full thickness, with proper heels. Or better still, there are shoes with leather soles and uppers just as usual, which give all the grip that is necessary, a better one indeed than nails, which have a tendency to slide along the hard and slippery turf unless they are very sharp, as they seldom are.

All this is substantially the advice of some of the best players, particularly James Braid, who has given as much consideration to the question as anyone.

"You sometimes find players," he says, "going from heavy leather to a thin pair of canvas shoes, and then wondering why they suddenly find they cannot hit any sort of a tee shot, not generally suspecting the real cause, which is nothing more or less than those canvas shoes."

Even at ordinary times the average player is most ridiculously inconsistent in the matter of his golfing footwear. He will take the utmost care to satisfy himself in the matter of comfort with boots and shoes for ordinary purposes; but when it comes to needing them for his golf he just looks into an old cupboard for something that has been discarded, and the leather of which has grown very hard, sends them out to the shoemaker to have some nails put in the soles, and takes them off to his club.

Yet he probably does not walk two miles a day in the ordinary way, but if on the average he plays golf on two days of the week—and think how many players do twice as much!—what with walking to the course and back and pottering about in addition to his two rounds, he tramps some twenty miles on those two days, which means a thousand miles in the year! So should be very careful, in the choice of his shoes, and look after them well.

It is, above all, necessary that the fit should be quite perfect, not merely for the sake of comfort, but that a proper sense of security and power may be experienced by the player when making his shots. Only the man who has gone from a pair of badly-fitting things to something the reverse can know what a difference it makes.

SHOES OR BOOTS?

He should also experiment very thoroughly in the difference that boots and shoes make to him. They do make a difference to most people. Harry Vardon strongly recommends the average player to wear shoes, saying that they allow more freedom to the ankles and make it easier to pivot on the toes. On the other hand, Harry Vardon says the great Taylor in anything but boots, and Braid declares that while a man with feet and ankles that are very strong may do well in shoes, he thinks that a small man of no great physical strength is generally more at home in boots.

So you see there are differences of opinion among the great as to which is the better, and all the more does it behove the player to make a careful trial and come to a definite conclusion as to what is good for him.

A last tip: It is one of the delights of a golfing day in the summer to change the stockings or socks and shoes at the end of the second round and get into something thin and cool and soft.

These considerations are of special account at the present time, when most golfers will soon be going away on their holidays, and then they play more and walk more than at any other time of the year.—*Evening News.*

DRAMA OF ADOPTION.

ROMANTIC GERMAN CASE.

A romantic drama in German aristocratic circles was brought to light by a case heard before the Imperial Supreme Court at Leipzig. In 1859 Count George von Voss, a member of one of the oldest families of the North German nobility, married in Galicia a woman of humble origin named Dobrka. Their union proved childless. The Count, however, left deeply the absence of some being on whom he could lavish paternal care and affection, and in his sorrow he thought him that one of his sisters-in-law, who was married to a carpenter, had four children, for whose bringing-up too plentiful resources were not available.

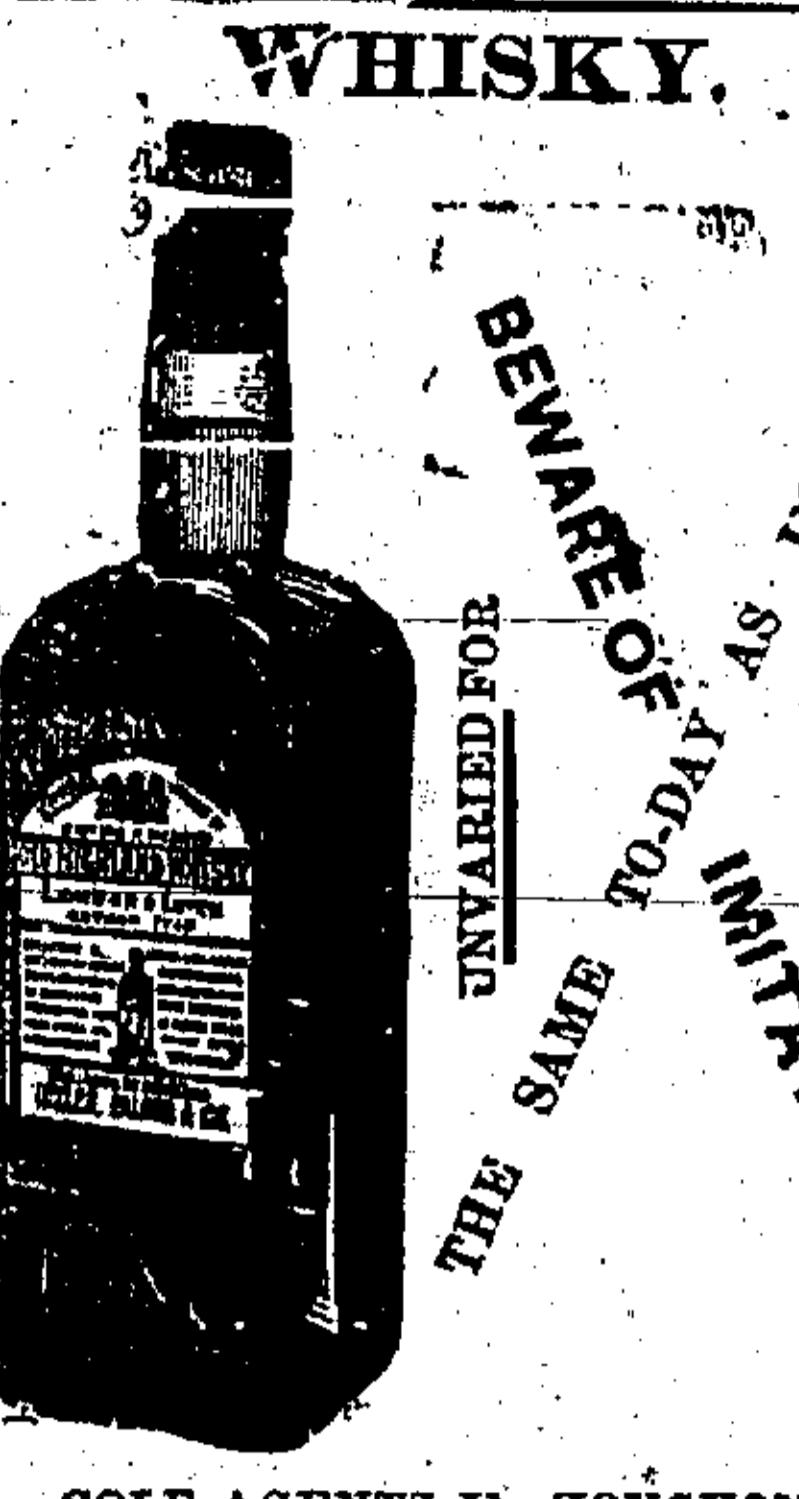
The family was approached on the subject, and eventually consented to abandon all claim to one girl, who was taken over by the Count as his own daughter. To put the business on a thoroughly stable legal footing from the outset, he suborned a reproachable priest to issue him a forged birth certificate to the effect that the girl, Helene by name, was, in fact, his child, and as such she figures to this day in the courtly calendar. When the child was 13 her aunt and adoptive mother died, and the Count took a second wife from his own worldly station. He now Countess von Voss, was initiated into the secret of Helene's origin, yet was threatened with death in case she should reveal it to another. And so the girl grew up, fully believing herself to be the real daughter of her foster-father, and in due time was married to a Prussian officer, Captain Udo von Grone.

If the Count had been as careful in his latter years as he was when he adopted the carpenter's child, the true story of the affair would probably never have become known. But it so happened that when he died, six years ago, it was found that he had omitted to make a will. His widow was thus exposed to severe temptation. If she kept the secret of Helene's birth she would have to yield up to her a considerable portion of the Count's estate. On the other hand, if she revealed the facts she would become the heir. All circumstances considered, it is not surprising that her material interests predominated.

One morning Countess von Grone, as she was called, having in accordance with the German custom, taken over her supposed father's title, received a letter telling her that she had lived her whole life under a delusion, and that, instead of being a lady of noble birth and distinguished lineage, she was only the daughter of an obscure Galician carpenter. It was further made a reproach to her that she had, during his lifetime, received many bequests from Count von Voss, and she was counseled to abandon all claims to his inheritance, and not to risk the exposure of her humble origin which a law-suit would involve.

Countess von Voss had, however, reckoned without her host. Captain von Grone, far from shunning the revelations as to his wife's parentage, took the initiative in litigation, and before the widow knew where she was she found herself the defendant instead of the claimant in the action. The captain's case was that he had been induced to marry his wife by representations that she was the child and heiress of Count von Voss, and that consequently a fraud had been practised upon him. He therefore urged that Countess von Voss, as his husband's heir, and herself a party to the deception, should be compelled to pay him the sum of £13,000, to which he would naturally have been entitled had his wife really been the Count's daughter. The action has now been finally decided in the captain's favour by the Imperial Court, so that Frau von Grone will, at any rate, suffer no pecuniary loss through the disclosure of the secret of her birth.

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



UNPAID FOR
BENEFIT OF
IMITATIONS
150 YEARS

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE
OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31ST DECEMBER, 1909
£19,875,357.

I. Authorised Capital £6,000,000
Subscribed Capital 3,275,000
Paid-up Capital 1,212,500 0 0
II. Fire Funds 3,488,136 6 7
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

Hongkong, 19th July, 1910. [783]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COALFIELDS CO. LTD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch Telegrams: "Labor Labuan".

BRADLEY & CO., Agents.

Hongkong, 12th August, 1909. [623]

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.) COAL DEPARTMENT.
SOLE PROPRIETORS of TAKASIMA OCHI, MUTABE HOJO, NANAZUMA, SAYO, SHINNEW and KAMIYAMADA, Collieries.

SOLE AGENTS for KISHIAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th ED., Western Union.

AGENCIES—YOKOHAMA: M. ASADA, Esq. CHINCHIANG: Messrs. GEARING & CO. MANILA: Messrs. MACDONALD & CO.

For Particulars apply to H. OISHI, Manager.

No. 2, Pedder Street, Hongkong. Hongkong, 9th January, 1909. [574]

THORNE'S OLD VAT



TO-DAY
3 P.M.—Auction of Valuable Leasehold Property
at Sale Room, by Mr. Geo. P. Lamont.

FORTHCOMING EVENTS.
Friday, 12th August—Auction of Valuable
Leasehold Properties at Sale Room, by
Mr. Geo. P. Lamont, 3 P.M.

Saturday, 13th August—Extra Meeting of the
Hongkong Gymkhana Club, at Happy
Valley, 3.30 P.M.

Monday, 15th August—Auction of Crown Land
of Public Works Dept., 3 P.M.

Tuesday and Wednesday, 16th and 17th Aug.—
Auction of Naval and Victualing Stores,
at H.M. Naval Establishments, by Messrs.
Hughes & Hough, 10 A.M.

Saturday, 20th August—Ordinary Half-Yearly
Meeting of Hongkong & Shanghai Banking
Corporation, at City Hall, Noon.

SHIPPING.

ARRIVALS.
ANHUI, British str., 1,350, J. B. Harris, 10th
August—Shanghai 7th August, General
Butterfield & Swire.

CHINHUA, British str., 10th August—Canton.
CHOYANG, British str., 10th August—Canton.
DAIGI MARI, Japanese str., 346, H. Murayama,
10th August—Takao 7th August, General
Oshio Shōen Kaisha.

GOENEN, German str., 5,150, G. Bolt, 9th
August—Bremen 29th June, Mails and
General—Melscher & Co.

HAWAII, British str., 1,362, A. E. Hodges,
10th August—Foochow, Amoy and Swatow
9th August, General—Drapka & Co.

LOONGNOON, German str., 1,971, F. Vogt, 10th
August—Jauh 4th August, General—Java
Chin-Japan Line.

NOED, British str., 1,185, F. J. Pyne, 9th Aug.
—Shanghai via Foochow 1st August, Case
Oil—Asiatic Petroleum & Co.

PERA, British str., 1,916, W. W. Cooke, R.N.
10th August—Singapore 5th August, General
P. & O. S. N. Co.

SAN GABRIEL, Portuguese cruiser, 1,836, S. J.
F. Pinto Basto, 10th August—Macao 10th
August.

SEGORIA, German str., 5,000, F. Soehn, 10th
August—Wooing 6th August, General—
Hamburg-Amerika Linie.

CLEARANCES,
AT THE HARBOUR MASTER'S OFFICE.
10th AUGUST.

Cardiganshire, British str., for Straits.
Chelmsford, Maru, Japanese str., for Swatow.
Choyang, British str., for Shanghai.
Landrat Scheff, German str., for Swatow.
Nanchang, British str., for Tsingtau.
Oaua, British str., for Manila.
Pera, British str., for Yokohama.
Borneo, German str., for Hoitow.
Segoria, German str., for Straits.

DEPARTURES.

10th August.
ANTILOCUS, British str., for Seattle.
BOMDAY MARU, Japanese str., for Singapore.
CHICAGO MARU, Japanese str., for Tacoma.
GOENEN, German str., for Shanghai.
GREGORY APCAL, British str., for Singapore.
HAIMUN, British str., for Swatow.
HALVAED, Norwegian str., for Bangkok.
KARIBER, German str., for Europe, &c.
MAHON, German str., for Bangkok.
MUGURU, Japanese str., for Hoitow.
SIEHA, German str., for Shanghai.

SHIPPING REPORTS.
The British str. *Hainang* reports: Light
breeze, equally with slight rain.

VESSELS IN DOCK.

August 10th.
KOWLOON DOCK—*Huangho*, Gloria, Paul
Bear, H.M.S. *Taku*, San Juan, Courte.
TAIKOO DOCK—Union, Simongan, Samson.
Manchuria.

VESSELS ON THE BERTH

For NEW YORK.
(With Liberty to Call at the Malabar Coast).

THE Steamship
"ALBENGA,"

Captain Lorenzen, will be despatched to the
above Port, on or about the 17th August.

For Freight apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 26th July, 1910. [862]

"SHIRE" LINE OF STEAMERS, LTD.
FOR LONDON, HULL AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE,"

Captain Daniel, will be despatched as above on
or about 20th inst.

This Steamer has excellent accommodation
for first Class Passengers at Cheap Rates, is
fitted with Electric Fans in State Rooms and
carries a Doctor and Stewardess.

For Freight or Passage apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 9th August, 1910. [924]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUBZ AND PORT SAID.
(Taking Cargo at through rates to the BRAZILS
to PERSIAN GULF, RED SEA, BLACK
SEA, LEVANT, VENICE, and
ADRIATIC PORTS).

THE Company's Steamship

"SILESIA,"

Captain Radonicich, will be despatched as above on
SATURDAY, the 27th inst., P.M.

This Steamer has capital accommodation for
passengers, electric light, electric fan in all
cabins, and carries doctor.

For information as to Passage and Freight
apply to
SANDER, WIELER & Co.,
Agents.

Princes Buildings.
Hongkong, 1st August, 1910. [3]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "h" midday between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.
SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & BIG	BERTE.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, HULL & ANTWERP	CARMARTHENSHIRE	Brit. str.	—	Daniels	JARDINE, MATHESON & Co., Ltd. P. & O. S. N. Co.	About 20th inst.
LONDON, &c., VIA USUAL PORTS OF CALL	DEVANIA	Brit. str.	k. w.	P. Powell	HAMBURG-AMERIKA LINE	On 20th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SAMBIA	Ger. str.	—	Müller	MELCHERS & Co.	On 10th Sept.
COPENHAGEN & ST. PETERSBURG	INDIEN	Dan. str.	—	—	HAMBURG-AMERIKA LINE	End of Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. ser.	k. w.	v. Dohren	HAMBURG-AMERIKA LINE	On 15th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SEAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINE	On 20th inst.
MARSEILLES, &c., VIA PORTS OF CALL	SEZPIA	Ger. str.	k. w.	Fees	HAMBURG-AMERIKA LINE	On 10th Sept.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	POLYNESIEN	French	—	Frenst	MESSAGERIES MARITIMES	On 16th inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ATSUTA MARU	Jap. str.	—	Wm. Thomson	NIPPON YUSEN KAISHA	On 17th inst., at D'light
MARSEILLES & HAMBURG VIA STRAITS, &c.	HITACHI MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 31st inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAXONIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINE	On 31st inst.
MARSEILLES & HAMBURG VIA STRAITS, &c.	MIYAZAKI MARU	Jap. str.	—	T. Mural	NIPPON YUSEN KAISHA	On 14th Sept., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SILESIA	Aus. str.	—	E. Radonicich	SANDEER, WIELER & Co.	On 27th inst., P.M.
TRIESTE, &c., VIA SINGAPORE, &c.	BAEMAR	Brit. str.	—	—	DODWELL & Co., Ltd.	About 26th inst.
NEW YORK	ALBENGA	Ital. str.	k. w.	Lorenzen	CARLOWITZ & Co., Ltd.	About 17th inst.
NEW YORK	LENNOX	Brit. str.	2 m.	—	DODWELL & Co., Ltd.	About 3rd Sept.
BOSTON & NEW YORK	MONTEAGLE	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 16th inst., at Noon.
BOSTON & NEW YORK	REDHILL	Brit. str.	—	H. E. Dowall	DODWELL & Co., Ltd.	On 23rd inst.
BOSTON & NEW YORK	REDHILL	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 23rd inst.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	—	—	On 27th inst., at 6 P.M.
EMPEROR OF CHINA	REDHILL	Brit. str.	1 m.	—	JARDINE, MATHESON & Co., Ltd.	On 13th Sept., at 4 P.M.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	S. Iahikawa	NIPPON YUSEN KAISHA	On 16th inst., at 4 P.M.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 7th Sept., at Noon.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	H. Yamamoto	OSAKA SHOSEN KAISHA	On 25th inst., at Noon.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	F. Iseke	TOYO KISEN KAISHA	On 13th inst., at 5 P.M.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	L. Dawson	MELCHERS & Co.	On 31st inst., at 4 P.M.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	M. Winkler	BUTTERFIELD & SWIRE	On 2nd Sept., at Noon.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	T. Sekino	NIPPON YUSEN KAISHA	On 30th Sept., at Noon.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	D. Lenz	MELCHERS & Co.	About 23rd inst.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	T. Sekine	OSAKA SHOSEN KAISHA	To-morrow, at Noon.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 31st inst., at Noon.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	E. Forsyth	JAVA-CHINA-JAPAN Lijn	Quick despatch.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	V. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 4 P.M.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at Noon.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at Noon.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	T. Suruga	OSAKA SHOSEN KAISHA	To-day, at Noon.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	A. Harris	BUTTERFIELD & SWIRE	To-day, at 5 P.M.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	W. W. Cooke, R.N.	HAMBURG-AMERIKA LINE	To-morrow.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	—	MESSAGERIES MARITIMES	On 15th inst., P.M.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	Y. Nomura	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On 19th inst., at Noon.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 26th inst.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	A. Pander	HAMBURG-AMERIKA LINE	Quick despatch.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	H. Murayama	OSAKA SHOSEN KAISHA	On 17th inst., at 10 A.M.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	A. E. Hodges	DOUGLAS LAPRAK & Co.	On 15th inst., at Noon.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	A. H. Stewart	DOUGLAS LAPRAK & Co.	On 16th inst., at 10 A.M.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	W. C. Fassmore	DOUGLAS LAPRAK & Co.	On 16th inst., at 10 A.M.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	J. W. Evans	DOUGLAS LAPRAK & Co.	On 19th inst., at 10 A.M.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	Richards	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
EMPEROR OF CHINA	REDHILL	Brit. str.	—	E. Rodger	SHEWAN, TOME & Co.	

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, PERA	15 PM, 11th		Freight only.
and YOKOHAMA	Capt. W. W. Cooke, R.N.R.	Aug.	
SHANGHAI	ARCADIA	About 18th	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 20th	See Special OF CALL
	Capt. Powell	Aug.	Advertisement.
For further Particulars, apply to			
E. A. HEWETT, Superintendent.			
Hongkong, 11th August, 1910.			

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. Rodger	Manila	On 13th Aug., Noon.
ZAFIRO	2540	A. Fraser	Manila	On 20th Aug., Noon.

For Freight or Passage apply to

SHEWAN, TOME'S & CO.,
Hongkong, 1st August, 1910.

General Managers. [12]

HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports,
and all North and South American Ports.Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

FOB SHANGHAI, KOBE & YOKOHAMA:	S. SCANDIA	13th Aug.
FOB HAVRE & HAMBURG:	S. SLAVONIA	20th Aug.
FOB MARSEILLES & HAMBURG:	S. SAXONIA	31st Aug.
FOB HAVRE & HAMBURG:	S. SPEZIA	10th Sept.
FOB ROTTERDAM, HAMBURG & ANTWERP:	S. AMBRIA	8th Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong, 6th August, 1910. Hongkong Office. [1]CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 11th Aug., 4 P.M.
BAIGON	"SHANSI"	On 11th Aug., 6 P.M.
CEBU	"CHIHLI"	On 12th Aug., 4 P.M.
ILOILO & CEBU	"KAFONG"	On 15th Aug., 4 P.M.
CHEFOO & TIENTSIN	"HUCHOW"	On 17th Aug., 4 P.M.
MANILA	"TEAN"	On 18th Aug., 4 P.M.
MANILA, ZAMBOANGA, THURS-DAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 31st Aug., 3 P.M.
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.		
S.S. "LINTAN" and S.S. "SANU."		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through, for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS, "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
AGENTS. [10]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

Occupying 9 to 10 Days.

LEAVING.

"HAIYANG" ...	Capt. A. E. Hodgins	FRIDAY, 12th Aug., at 10 A.M.
"HAICHING" ...	Capt. W. C. Passmore	TUESDAY, 16th Aug., at 10 A.M.
"HAITAN" ...	Capt. J. W. Evans	FRIDAY, 19th Aug., at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ...	Capt. A. H. Stewart	SUNDAY, 14th Aug., at 10 A.M.
Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Months of August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.		

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO.,

GENERAL MANAGERS.

Hongkong, 10th August, 1910. [9]

EAST ASIATIC CO., LTD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG & VLADIVOSTOK

SWEDISH EAST ASIATIC CO., LTD., GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
OPENHAGEN and ST. PETERSBURG "INDIEN" ...		End of August.

For Further Particulars apply to
MELCHERS & CO., AGENTS.
Hongkong, 30th July, 1910. [6]

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMERS	TO SAIL
SHANGHAI via SWATOW	"CHOYSANG" ... Thursday, 11th Aug., Noon.
	"YUENSANG" ... Friday, 12th Aug., 4 P.M.
SHANGHAI via NINGPO	"ESANG" ... Saturday, 13th Aug., Noon.
TIENTSIN	"CHEONGSHING" ... Tuesday, 16th Aug., Noon.
SHANGHAI, KOBE & MOJI	"POOKSANG" ... Friday, 19th Aug., Noon.
SINGAPORE, PENANG & CALCUTTA "KUTSANG" ...	Saturday, 20th Aug., Noon.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "POOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

These vessels have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chafu, Tientsin & Newchwang.

Telephone No. 215, Sul. Ercn. 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,

GENERAL MANAGER. [14]

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS \$120 \$110 \$100 \$90

2nd CLASS \$80 \$70 \$60 \$50

With Option of rail between Calling Ports in Japan.

= Calling at Saigon.

Fitted with New System of Wireless Telegraphy. [†] Cargo only. ^{*} Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and ATLANTIC STEAMERS. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

MANAGER. [13-125]

Hongkong, 1st August, 1910.

GENERAL MANAGER. [14]

Hongkong,

**GEBRUEDER LENK,
RODEWISCH I.V.**
MANUFACTURERS OF
BERLIN WOOL.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA :
HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

43-2]

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
ROUTE TO EUROPE.

The Ville de la Ciotat, with the French mail of the 15th July, leaves Saigon on Thursday,
the 11th inst., at 6 p.m., and may be expected here on or about Sunday, the 14th inst., p.m.

TO	PER	DATE
Manila	11th, 9.00 A.M.	
Swatow and Bangkok	11th, 9.00 A.M.	
Swatow and Shanghai	11th, 9.00 A.M.	
Swatow, Amoy, Foochow and Shanghai	11th, 11.00 A.M.	
Macao	11th, 1.15 P.M.	
Shanghai	11th, 3.00 P.M.	
Samarang	11th, 3.00 P.M.	
Shanghai, Moji, Kobe and Yokohama	11th, 4.00 P.M.	
Saigon	11th, 5.00 P.M.	
Swatow, Singapore and Bangkok	11th, 5.00 P.M.	
Swatow, Amoy and Foochow	12th, 9.00 A.M.	
Batavia, Cheribon, Samarang and Sourabaya	12th, 11.00 A.M.	
Kobe	12th, 11.00 A.M.	
Macao	12th, 1.15 P.M.	
Manila	12th, 3.00 P.M.	
Cebu	12th, 3.00 P.M.	
Manila	13th, 10.00 A.M.	
Ningpo and Shanghai	13th, 10.00 A.M.	
Singapore, Penang and Bombay	13th, 10.00 A.M.	

SHANGHAI, NAGASAKI, KORE, YOKOHAMA,
HONOLULU & SAN FRANCISCO
SIBERIAN MAIL TO EUROPE

Macao	11th, 9.00 A.M.
Manila, Isp, Friedrich Wilhelmshafen	
Rabaul, Herbertshohe, Matupi, Samani,	
Brisbane, Sydney, Hobart, Launceston, New	
Zealand, Dunedin, Melbourne, Adelaide,	
Perth and Fremantle	
Singapore and Durban	
Singapore, Penang and Colombo	
Swatow	
Iloilo and Cebu	
Swatow, Amoy and Foochow	
Swatow, Amoy and Tamsui	
KEELUNG, SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)	
Tientsin	
EUROPE, &c., INDIA VIA TUTICORIN	
(Date Letters 11.00 A.M. to NOON. Extra Postage 10 cents)	
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail	

PRINTED MATTER AND SAMPLES... 10.00 A.M.
REGISTRATION... 10.00 A.M.
(REGISTRATION WITH LATE
FEE OF 10 CENTS, UP TO
10.30 A.M.)

REGISTRATION... 10.00 A.M.
KOWLOON B.O. ... 10.00 A.M.

NO LATE FEE.

LETTERS... 11.00 A.M.

SATURDAY, 13TH, 11.15 P.M.

PRINTED MATTER AND SAMPLES... 10.00 A.M.

REGISTRATION... 10.00 A.M.
(REGISTRATION WITH LATE
FEE OF 10 CENTS, UP TO
10.45 A.M.)

REGISTRATION... 10.00 A.M.
KOWLOON B.O. ... 10.00 A.M.

NO LATE FEE.

LETTERS... 11.00 A.M.

PRINTED MATTER AND SAMPLES... 10.00 A.M.

REGISTRATION... 10.00 A.M.
(REGISTRATION WITH LATE
FEE OF 10 CENTS, UP TO
10.45 A.M.)

REGISTRATION... 10.00 A.M.
KOWLOON B.O. ... 10.00 A.M.

NO LATE FEE.

LETTERS... 11.00 A.M.

PRINTED MATTER AND SAMPLES... 10.00 A.M.

REGISTRATION... 10.00 A.M.
(REGISTRATION WITH LATE
FEE OF 10 CENTS, UP TO
10.45 A.M.)

REGISTRATION... 10.00 A.M.
KOWLOON B.O. ... 10.00 A.M.

NO LATE FEE.

LETTERS... 11.00 A.M.

PRINTED MATTER AND SAMPLES... 10.00 A.M.

REGISTRATION... 10.00 A.M.
(REGISTRATION WITH LATE
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10.45 A.M.)

REGISTRATION... 10.00 A.M.
KOWLOON B.O. ... 10.00 A.M.

NO LATE FEE.

LETTERS... 11.00 A.M.

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REGISTRATION... 10.00 A.M.
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NO LATE FEE.

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